

QA17985

FHWA-97-2199-28

Pt marked 8/13/93

- 1.) **How can the adequacy of training be defined? What mechanisms exist to measure adequacy?** In my opinion, the adequacy of training has to be based on the type of job the driver is doing. The problem I see FHWA bases training only on the over the road driver as of right now.
- 2.) **What standards exist to ensure that training provided by schools and employers is adequate for entry level truck training?** From the employer standpoint, training is only common sense to do, what employer in their right mind would not train an employee. That employer would be subject to lawsuits, vehicle accidents, and workers' compensation claims. In turn, the employer would have higher insurance rates, bad public recognition and a driver that would be practically impossible to get rid of, thanks to the protection the government gives these types of people.
- 3.) **What should an adequate truck driver training program include?** Attached is our training program booklet, that we use with all new drivers.
 - A. Night Driving - 32 hours average
 - B. Day Driving - 145 hours average
 - C. Yard Driving - (backing & cornering maneuvers) 32 hours average
- 4.) **Can governmental or private standards that guide the training of entry level drivers be used to determine the adequacy of entry level driver training?** Yes, to govern this type of standard make it part of the State's DOT audit system that they do on the trucking firms.
- 5.) **To obtain a CDL, a CMV driver must demonstrate knowledge and skills needed to operate the CMV. Are these tests sufficiently comprehensive to accurately measure a driver's performance?** Yes, for the basic over the road driver.
No, for the delivery driver, definitely more substantial additional training must be done especially in backing.
- 6.) **Should training requirements for entry level CMV drivers be federally mandated?**
No, 50 or less new CMV drivers. Yes, 50 or more new CMV drivers.
- 7.) **What is an entry level CMV driver?** A CMV driver that has a CDL instructional permit, or an driver with a CDL license that is a new employee for the first six months of employment.
- 8.) **What industry-wide initiatives or policies, if any, can reasonably assure that the majority of all entry level drivers are trained?**
 - A.) Federal DOT audits on companys pertaining to vehicle accidents.
 - B.) Citations issued to drivers which in turn affect the driver's license.
 - C.) Insurance recommendations.
- 9.) **How many truck driver training schools and motor carrier programs train entry level drivers?** I would estimate 20% - 18 % pass rate.

See Supplementary Info File
for Training Info.

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- 10.) ***Is the successful completion of an entry level CMV driver training program a requirement for drivers employed by your company? No, we train our drivers from the ground up. It is a four week training program with follow up supervisor ride-withs twice a month.***
- 11.) ***Describe the training opportunities available for drivers of smaller trucking companies. What percentage of these enrolled, successfully complete such training?***
Local vocational and technical schooling.
- 12.) ***Describe expected benefits and estimated dollar cost for the following types of training.***
- A. Resident training at public and private truck driver training schools.***
\$6,000.00. No on the job training available.
- B. Home study or correspondence courses in combination with hands on behind the wheel training.***
\$4,000.00. No on the job training available.
- C. Training by motor carrier through on the job training.***
\$4,000.00. Knows his/her responsibilities.
- 13.) ***Although the primary purpose of this ANPRM is to gather information on entry level truck driver training, the FHWA would like to collect some information on the training experienced drivers receive. Please describe the type and frequency of training, if any, that you offer or financially support for the more experienced CMV drivers of your company. Is this training required at certain specific intervals or provided on an "as needed" basis?*** Attached are copies of all our training materials that we cover with all new drivers. All veteran drivers are subject to a quarterly safe driving bonus, a yearly safe driving bonus, a yearly safe worker bonus and yearly sickness/health bonus. We are a very safety conscious corporation and are very profitable in this area.

You have to spend money to save money.



BARABOO

SYSCO

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